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(71) Applicant: **HONDA GIKEN KOGYO KABUSHIKI**
KAISHA
Minato-ku,
Tokyo (JP)

(72) Inventors:
• **Yano, Toru**
1-4-1 Chuo,
Wako-shi,
Saitama-ken (JP)
• **Komoriya, Isao**
1-4-1 Chuo,
Wako-shi,
Saitama-ken (JP)

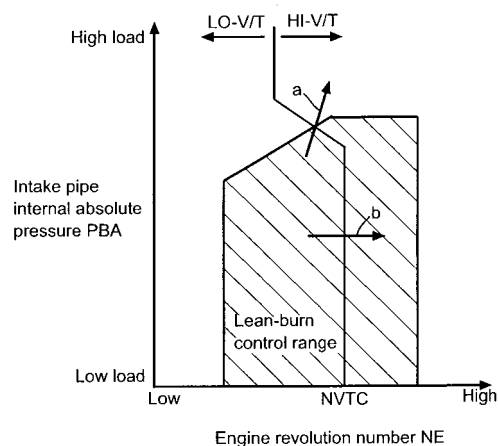
- **Yasui, Yuji**
1-4-1 Chuo,
Wako-shi,
Saitama-ken (JP)
- **Yonekura, Takahiro**
1-4-1 Chuo,
Wako-shi,
Saitama-ken (JP)
- **Asano, Yutaka**
1-4-1 Chuo,
Wako-shi,
Saitama-ken (JP)
- **Tatara, Yusuke**
1-4-1 Chuo,
Wako-shi,
Saitama-ken (JP)

(74) Representative: **Tothill, John Paul**
Frank B. Dehn & Co.
179 Queen Victoria Street
London EC4V 4EL (GB)

(54) **Control system and control process in an internal combustion engine**

(57) A control system for an internal combustion engine in which a valve timing is switched between a low-speed (LO-V/T) or high-speed (HI-V/T) valve timing within a lean-burn control range established in accordance with the operational state (an intake pipe internal absolute pressure (PBA) and an engine revolution number (Ne)) of the engine, wherein an air-fuel ratio of an air-fuel mixture supplied to the engine is enriched for a predetermined time when the valve timing is switched (b) from the low-speed valve timing to the high-speed valve timing while carrying out a lean-burn control. The ignition timing (θ_{IG}) may be changed from a value suitable for one valve timing to a value suitable for the other valve timing via an intermediate value. The air-fuel ratio may be enriched for a set period when going from a lean-burn or fuel-cut condition to a stoichiometric condition when there is a ternary catalyst in the exhaust.

FIG.2



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EUROPEAN SEARCH REPORT

Application Number
EP 03 01 4459

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The present search report has been drawn up for all claims			
Place of search The Hague		Date of completion of the search 13 January 2006	Examiner Libeaut, L
CATEGORY OF CITED DOCUMENTS X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document		T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document	

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**ANNEX TO THE EUROPEAN SEARCH REPORT
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